

THE CELEBRATED
BLATZ
MILWAUKEE
BEER
In casks of 10 dozen
Pints, \$28.00
SOLE AGENTS:
H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,768 號八十六百七千四萬一第 日初月七年十三緒光 HONGKONG, TUESDAY, AUGUST 8th, 1905. 二拜禮 號初月八年五零百九千一英港香 PRICE, \$3 PER MONTH.

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BLATZ
MILWAUKEE
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Pints, \$28.00
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SCOTCH
WHISKY.**
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LIMITED.**
WINE AND SPIRIT MERCHANTS.
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[a1542]

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PORTLAND CEMENT.
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Hongkong, 1st March, 1905. [a1412]

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Hongkong, 13th July, 1905. [133]

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RELIANCE CROWN
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Consultation Free.
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CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
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68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [222]

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THE latest Method of the AMERICAN
SYSTEM OF DENTISTRY.
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From the University of Pennsylvania, U.S.A.
Hongkong, 29th July, 1905. [61]

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POMMERY & GRENÔ, Sec. extra Sec and Nature, in Magnums,
bottles and 1/2 bottles.
BOLLINGER, Extra Quality, Extra Dry, vin. 1898, in Magnums,
bottles and 1/2 bottles.
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Hongkong, 3rd August, 1905. [a37]

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PROMPT
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COMPLAINTS ARISING FROM DEPRESSED VITALITY.
FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.
ALL CLUB AND HOTEL BARS KEEP IT.

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CHEMISTS AND DRUGGISTS,
AND
ASPHATED WATER MANUFACTURERS.
(Crown Brand).
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WINE & SPIRIT MERCHANTS,
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
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BRANDY	***	Per Case
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"	***	20.00
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WHISKY, PALL MALL		20.00
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[a4]

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NEW STOCK.
ROYAL IRISH LINEN NOTE PAPER.
LARGE 8vo, 8vo, AND ALBERT SIZES.
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LEATHER BOUND MSS. AND ACCOUNT
BOOKS, VARIOUS SIZES.
FANCY POST CARDS, 6 IN A PACKET,
40 CENTS PER PACKET.
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HAIG & HAIG, LD., DISTILLERS SINCE 1679.
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Stop drinking rank, Smoky Stuff, because "it comes through the SODA."
Try HAIG & HAIG'S WHISKIES: pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
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[a1293]

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AND MENAGERIE OF HIGHLY EDUCATED WILD ANIMALS.
The Greatest Circus organization ever having visited the East.
LOCATION CAUSEWAY BAY, COMMENCING SATURDAY, AUGUST 12.
MATINEES WEDNESDAYS AND SATURDAYS.
An entirely New Company headed by
THE GREAT HERBERT TROUPE OF ABIEL GYMNASTS,
Who have solved the problem of Aerial Flight. This is admitted to be
ONE OF THE GREATEST CIRCUS ACTS IN THE WORLD.
and easily the Greatest Act ever imported to the East. THE
**MOST WONDERFUL PERFORMING
WILD ANIMAL ACTS ON EARTH**

From CARL HAGENBECK, HAMBURG.
THE MARVELLOUS LION AND ELEPHANT ACT.
After doing several sensational tricks this performance concludes by the Elephant mounting a
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THE GREAT TIGER AND HORSE PERFORMANCE.
The only Tiger riding a Jockey Act.
THE COMIC ELEPHANT AND PONY SCENE.
These acts take place in a specially constructed ring 40 feet diameter and caged in with steel
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OUR NEW BALLET.
Invented and arranged by Mlle. DUVALL.
Elegant Costumes! Elegant Costumes! By our Corps de Ballet, entitled
"The Bismark GERMANIA."
THE BEAUTIFUL TROUPE OF BLACK HUNGARIAN HORSES.
The High Jumping Horses
NEWHAVEN and CADET
NEWHAVEN holds the Australia record of 6 ft. 11 in. Bendigo Show, 1903.
A HOST OF AUXILIARIES, including A GREAT COMPANY of Equestrians and
Equestriennes, Entree Riders, Ladies and Gentlemen, Canine Pedagogues, Jugglers and
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BEAUTIFUL TRICK HORSES, PONIES, MULES, DUNKERS, BRONCHOS.
A splendid Military Band under the baton of Mr. A. HENRIJE.
Prices: Boxes and First Chairs \$3, Second Chairs \$2, Stalls \$1. Gallery (Chinese only) 50 cents.
Box Plan at ROBINSON PLANO CO. Special Trains will leave the Post Office every few
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Hongkong, 5th August, 1905. [1842]

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consisting of Eastman's Kodaks and Films, Ilford Plates and Paper, Johnson's Chemicals,
and cheap Magazine Cameras. Prices considerably reduced. [a46]

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HAS NOW COMMENCED.
LANE, CRAWFORD & CO.
WILL OFFER FOR ONE MONTH ONLY
THEIR STOCK-IN-TRADE (WITH EXCEPTION OF WINES,
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GENTLEMEN'S OUTFITTING GOODS.
HATS, BOOTS, UNDERWEAR, SHIRTS, etc.
LADIES' HATS, COSTUMES, ETC.
GLASS and CHINA WARE, DINNER SETS, TOILET SETS.
EVERY DESCRIPTION OF
ELECTRO-PLATED WARE.
HOUSEHOLD and COOKING UTENSILS, CUTLERY, ENAMELLED WARE
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LAMPS, FENDERS, BRASSES, ETC.
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PIANOS & MUSICAL INSTRUMENTS.
THE WHOLE OF THE ABOVE WILL BE OFFERED
AT A REDUCTION OF 20 PER CENT.
(FROM THE USUAL PRICES FOR CASH ONLY).
LANE, CRAWFORD & CO.
Hongkong, 24th July, 1905. [a46]

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FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
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Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES,
Acting Manager.
[a71]

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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July 1905. [a1229]

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A FIRST CLASS HOTEL situated near
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Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a46]

**CARLTON HOUSE
HOTELS,**
No. 8 & 10, ICE HOUSE ROAD.
THESE premises, formerly known as the
Club Entrance and the Waverley Hotel
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
Apply to—
THE MANAGER.
Hongkong, 7th October, 1904. [a94]

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On the British Concession.

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In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.
Every Comfort and Convenience for Residents
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WM. FARMER,
Proprietor.
[a1347]
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HOTEL-SANITARIUM OF SOUTH
CHINA
MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hengshun*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply—
THE MANAGER.
[a411]

CARTRIDGES.
IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH
ELEY'S, SCHULTZ'S, AMBERITE
& KYNOC'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all sizes, Nos. 10 to 888G. AIR GUNS and
AMMUNITION in variety.
WM. SCHMIDT & CO.
Hongkong 28th November, 1902. [a46]

COTTON IN THE FAR EAST.

THE PROSPECTS OF BRITISH TRADE.
In the great and growing prosperity of India, concerning which Mr. Brodick had to much to say, it was interesting to say in his recent speech on the Indian Budget, that the textile industries play a considerable part. It has been assumed, rather hastily by some, that India is destined to work serious havoc in the welfare of Lancashire, and to oust, in Eastern markets, the products of our own cotton industry. That is not a probable contingency, and the facts do not at present support the argument that India will ever be Lancashire's rival, or, indeed, anything but her best customer. Of the Indian textile trades the only one which is seriously injuring a similar trade at home is the jute industry. The raw material is grown in India, and the large number of mills which have been built on the spot are turning out an enormous quantity of jute fabrics which are causing the products of Dundee in many of the world's markets. The native labour with the most modern machinery and effective supervision is much cheaper and quite as efficient as the white man's labour at home in the manufacture of the cheap classes of goods. It is assumed that the cheaper classes of goods from India, China, and Japan, would enable cotton mills established in those countries to produce cotton-fabrics at much less cost than that at which England can make them, but though the cotton industry is growing in the East, the demand of the East for cloth made in the West is growing with even greater rapidity. It must be remembered that in any rivalry there may be able to exert against us. Our exports of textile machinery were valued at £4,510,645 in 1902, but last year they had risen to £5,001,572. It is curious, by the way, that Germany should be one of the chief buyers of our machinery, but the essential point is that a large quantity of it goes to the East. Last year Japan bought textile machinery from us worth £215,539, or nearly double her purchases in 1902, while the East Indies spent with us over a million of money on machinery for spinning and weaving, as compared with £770,000 in 1902. These countries are building up their mills, and endeavouring to supply their own needs, but still the demand for yarn or cloth from other countries of production grows, and Great Britain enjoys her share of the increment. India has, now about 5,000,000 spindles, or nearly as many as France. Japan has nearly 2,000,000 spindles, and quite as many as Switzerland. And China has about three-quarters of a million spindles. And yet our own exports to India and China continue to increase, and Japan is the only country in the East which seems to be able to diminish its demands on our assistance. The cotton industry in China is quite in its infancy. It was only in 1891 that the first mill in the Shanghai region was built; in 1895 there were only 120,000 spindles, and 350 bales. Now there are about 700,000 spindles and 2,500 bales. It was thought, not unreasonably, that the cheap labour and adaptability of the Chinese would enable the industry to flourish there, and to become a considerable rival to English trade. But the anticipations of great financial profits and a large output have not been realised, and it is found that the raw material, costs more in China than had been calculated, and that the labour is at least 8 per cent. dearer than that in India. The native hand-loom cloth is sold at a loss, and hopes rested chiefly on the spinning of yarn which might be used in native looms. But China continued to import more and more yarn. In 1898 she took from other countries 269,000,000 lbs. of which 188,000,000 lbs. came from India; in 1902 she imported 355,000,000 lbs. of yarn, of which 250,000,000 lbs. came from India.

The prospect of native competition is not very bright. The British Consular Agents in China, says experience, has demonstrated that the majority of cases have, from a financial point of view, far from fulfilled expectations, and there is small likelihood of additional capital being invested therein until some means of making them pay shall have been discovered. It is in the manufacture of coarse yarns that the Eastern people find their most profitable employment. There has been a decline in the export of British yarn to China. In 1902 we sent there 6,339,400 lbs. of yarn, and last year only 2,457,300 lbs. On the other hand, the demand for imported piece goods in China has increased. Last year, China took from Great Britain 549,075,900 yards of cotton cloth, 71,000,000 yards more than in 1902, though the total was still below the very high purchase in 1902. There is little reason to doubt that Lancashire will be able to hold its own in the cloth trade against the competition of China for many years to come.

Japan presents greater dangers to foreign manufacturers although the prognostications of those who have had the opportunity of making a study of the conditions on the spot are conflicting.

The United States Minister in Shanghai has presented a report on this matter, says, "neither China nor Japan will be able to supply foreign markets for a long time." He adds: "The advance in cost of labour in Japan is marked. The last twelve months have witnessed a greater rise than that of the last twelve years, and wages had fair to go 50 to 100 per cent. higher in the next two years. The way to the enlargement of both army and navy, and the general demand for all classes of labour growing out of the country's rapid development are chiefly responsible." The work in both Chinese and Japanese mills is far from efficient and suitable only for the inferior kinds of product, and as the trade in coarse yarn has long passed out of the hands of Lancashire, which is itself turning itself more and more to the finer and more remunerative branches of production, the success of the East in this direction matters little. On the other hand, it must not be forgotten that our export of yarn and cloth to Japan is falling away very rapidly. An export of 2,365,900 lbs. of yarn in 1902 fell to 680,700 lbs. last year, and a trade of 109,116,400 yards of cloth in 1902 fell to only 42,347,000 yards last year.

There is, however, no real cause for anxiety as to our textile trade in the Far East, and certainly none as to our relations with India. Though the great dependency is developing her own cotton industry considerably she is also becoming every year a better customer of Lancashire. In 1903-4 her aggregate imports of cotton goods and yarn were valued at £20,674,000, and her export was £4,755,835, besides a large output of raw cotton. The importation of cotton goods and yarn constituted 27 per cent. of the total import trade, and Lancashire's share in this trade far exceeded that of the rest of the world. This year before last was a bad year in Eastern trade, and it must be remembered that Bombay has virtually captured the trade in low count yarns in the East. The increase in 1904 over 1903 was very great, but a better comparison is between 1902 and 1904. In those years we sent yarn to the East Indies as shown in the following table:

	1902.	1904.
Bombay	8,349,700	8,145,100
Madras	4,468,800	6,288,400
Bengal	7,287,100	6,596,200
Burmah	5,151,600	3,388,300
Straits Settlements	2,281,900	1,137,400

On the other hand, the trade in piece goods far exceeded the returns of 1902:—

	1902.	1904.
Bombay	113,164,200	141,673,900
Madras	1,600,833,900	1,215,607,200
Burmah	63,360,700	79,773,100
Straits Settlements	10,414,200	100,255,900

The only decline is in the Straits Settlements, but elsewhere the Indian has given an enormous impetus to the trade of Lancashire. Speaking generally, so far as the East is concerned, Lancashire seems quite able to hold its own; and if a plan could be devised for reciprocity and mutual advantage the continued expansion of a commerce so important to both parties would be assured.—Globe.

THE GERMAN TROOPS IN CHINA.

The Berlin correspondent of *The Times* sends some additional particulars of the trial of the Socialist Deputy Herr Kunert, who was sentenced at trial to three months' imprisonment for libelling the German army by particularising the German contingent on active service in China in 1900 of devastating the country, of plundering and spoiling property, and of violating women. The Court held that the defendant had confined himself to particular allegations, but having offered a libel against the German army generally, or at least against the German contingent sent to China, evidence in support of his allegations was "immaterial."

The trial was originally fixed for October, 1903, and the defendant submitted the names of 42 persons, including those of various military and diplomatic personages, and of the donors of funds in Germany, as well as German newspapers in China, whom he proposed to call as witnesses in support of his allegations. The Court at Halle intimated that it would admit the whole of the above evidence, but the case, after being postponed owing to the sickness of the defendant, was ultimately hurried on for hearing so that the defendant was not allowed to summon all his witnesses or to prepare the whole of his evidence. In consequence of judicial objections above referred to and of insufficient time, the defendant was able to produce in Court only a little of the evidence accumulated by him. Despite this, however, and despite the fact that a large part of the evidence was heard in camera, the published testimony of the few witnesses who were able to appear is generally regarded as confirming the widespread opinion that the Germans in China in 1900 acted as though they were entrusted with a mission of vengeance. The speech of the counsel for the defence furnishes the clearest summary of the sworn evidence adduced by eye-witnesses of the proceedings of German soldiers who were also members of the contingent, but the evidence itself is for the most part totally unfit for publication.

With regard to the evidence itself, counsel claimed that even by the fractional testimony which had been allowed it had been established that, besides general acts of wanton vandalism, had committed brutal and bestial assault, not only upon women and girls, whom they had ravished before the eyes of husbands and parents, but also upon children of tender years. In one case a witness testified to seeing a native girl lying unconscious in a courtyard, and in this condition she was violated by several soldiers in succession. According to the account given by the girl before the witness's arrival, she was forcibly held down, in spite of her cries, and then violated. In addition women were subjected to nameless indignities. From one village all the females fled at the German approach, but were pursued and hauled from their hiding-places. Several sentences, in some instances of penal servitude, had undoubtedly been imposed by Courts-martial upon some delinquents who had been discovered, but there were a number of cases which had gone untried. The reports of the Courts-martial remained unpublished, and were not accessible to the defence, although application had been made for them to the authorities. In view of the facts he pleaded justification, and appealed to the Court to acquit the defendant.

Herr Kunert then addressed the Court in his own behalf but when he came to deal with cases of brutal maltreatment of Chinese by German soldiers he was repeatedly called to order by the Court upon the ground that it is subject did not arise out of the terms of the indictment, and in the face of the repeated refusal he waived his further right of reply. From individual instances cited in evidence, however, it was sufficiently plain that Chinese as well as Chinese women had been tormented and ill-used in the grossest and most inhuman fashion.

The effect of the trial upon the public mind in China has been to create a feeling of uneasiness, and wonder as to what would have been allowed to the whole of the evidence had it been allowed to come out. As it is there is a widespread demand for a searching investigation into the whole matter.

The subject is treated in to-day's leading article.

JAPANESE ART EXHIBITION IN LONDON.

An exhibition which has both an antiquarian and an artistic interest of a very special kind has just been arranged by the Japan Society in the galleries of the Royal Society of Painters in Water Colours. It is for its subject, "The Art and Armour of Old Japan," and it illustrates magnificently the various developments of the craft of the armourer which have been carried out through a succession of centuries by a people famed justly for their great achievements in this class of work. The historical value of the collection is especially great, for it includes examples of the production of many of the most celebrated warriors, and it has been selected with very sound judgment. Among the collectors who have allowed their treasures to be drawn upon in the King, and many other well-known collections have been laid under contribution.

Artistically the show is most fascinating, because it is full of objects which have the highest possible claim to attention as technical achievements, and as instances of exquisite application of materials. A wealth of ingenuity and artistic fancy have been lavished upon these things by the craftsmen who have, during all the periods illustrated, occupied themselves with what may be called "the art of war." The beauty of design, the exquisite perfection of the metal inlaying, and chasing, the appropriate introduction of decorative accessories, and the remarkable intelligence displayed in the use of things by the exhibition, make the whole sections of the exhibition make the whole gathering something to excite the keenest enthusiasm. It can be commended to the notice of the many people who are striving to extend the scope of present-day art craftsmanship, for the lessons which are to be learned from these Japanese examples are supremely important. Not often can a gathering be seen in which archaeology is so glorified by art.—Globe.

PROMOTION IN AMERICAN ARMY AND NAVY.

IMPORTANT ORDER BY PRESIDENT ROOSEVELT.
We are requested to publish the following:—An important order was issued on July 7th by President Roosevelt, announcing the policy hereafter to be followed by the Administration in making appointments or promotions in the military branch of the Government. The President orders that if any officer of the Army or Navy heretofore shall solicit influence or advice from the records of his service on file in the War or Navy Department, in order to obtain promotion or assignment, he should be rebuffed thereby from the advancement or detail which he is seeking. The order says:—

"The records of the departments will contain full and detailed information in respect to the character, military services, and general attainments of all officers composing the military establishments. The records so obtained set forth the relative merits of all officers of all grades of rank in the several branches of the line and staff, and enable all vacancies which occur in the military service to be filled after a careful comparison of the records of those officers who are eligible under the law for particular assignments or details."

"The records of the Navy Department furnish evidence of the character, services, and ability of all officers of the Navy, founded upon the official reports of those officers whose duty it is to make them. The report is sufficiently specific to enable the Department to determine the particular duty which each officer is fitted to perform without the intervention of requests, claims or influences from sources outside the Navy."

HENLEY REGATTA.

Henley Regatta was favoured with delightful weather. On 4th July, the Grand heats gave the British and the Americans a very sharp race, and the time taken for half the course, but all three of them only rowed hard for about two minutes after which nothing but paddling was required. The Americans row short, have no body swing and no finish, but for a short distance, as has been seen at Henley before, this faulty style can take a boat along at a great pace. The Belgian rowing is most peculiar. Their stroke is a short-arm dig, like the stroke of a sea-farmer mowing galley, finishing with a very sharp turn of the wrist. The trial heats for the Grand Vesper had the hardest task against Christy. The Yankees did the best time, but then they were pushed right home, while neither the British nor the Belgians were. The Diamond heats were interesting if not very close races. On 5th July, the Grand Challenge Cup contest, and the Great Eight defeated the Lion. Elton beat Morton (Oxford), and Christy (Cambridge) beat the Cambridge for the Ladies' Cup. For the Thames Cup, Kingston beat London, and Thames beat Twickenham. Third Trinity (Cambs.) beat Thames for the Stewards' Cup; London beat New (Oxford) for the Goblets; Blackstock beat Guy Rixon and Kelly beat A. A. Stuart for the Diamond Sculls, and for the Visitors' Cup, Trinity Hall (Cambs.) beat Balliol (Oxford) and Third Trinity beat Merton (Oxford).

THE HEAT IN EUROPE.

On the English papers arriving yesterday had the following:—

Whole pages are devoted by the newspapers to-day to the effects of the phenomenal heat in Rome.

The temperature registered in the shade yesterday before St. Peter's was over 100, and there was an enormous number of cases of sunstroke.

Several passengers on the Rome-Milan Railway were rendered frantic by the intense heat, attempted to throw themselves from the train.

Three American ladies had a terrible experience at Venice to-day. They hired a gondola to visit the village of Forcella, but before they had gone far one of the gondoliers, named Sinder, collapsed with sunstroke, the shade temperature at Venice being 104 deg. The ladies hastened to assist him, but all three in their turn sustained sunstroke. The second gondolier named Zanchi shouted for help but no one heard his cries, and at last the heat claimed him also, and he dropped dead in the gondola, which drifted on the stream towards Forcella. Eventually assistance was forthcoming. The gondolier Sinder shared the fate of his comrade, but the three ladies recovered consciousness, although their condition at present is serious.—Central News.

THE JAPANESE PRESS ON THE BOYCOTT.

The N. C. Daily News has a telegram dated Tokyo, 20th July, which says: The Tokyo Press, while sympathizing with the national motive of the boycott, argues that it is probably a case of misunderstanding, and urges a graceful withdrawal in the future interest of both countries.

LATEST STEAMER MOVEMENTS.

The P. & O. str. Bengal left Singapore for this port on the 5th inst. at noon, with the outward English mails, and is due here on the 10th inst. about 6 a.m.

The G.M. str. Preussen, carrying the German mails with dates from Berlin of the 15th July, left Colombo on Saturday, p.m. and may be expected here on Wednesday, the 16th inst.

The G.M. str. Darkestadt, which left here on the 6th July, arrived at Genoa on Saturday at 6 a.m.

The C.P.M. str. Empress of China arrived at Shanghai at 7 a.m. on Saturday, the 5th Aug., and left again at 10 p.m. same day for Nagasaki, where she was due to arrive at 7 a.m. yesterday.

The P.M. str. Manchuria arrived at Hamina on Saturday noon, Aug. 5th. She will be expected here on the morning of the 10th.

The H.A.L. str. Scandia, from Hamburg, left Singapore for this port on the 6th Aug. a.m., and may be expected here on the 12th Aug. a.m.

THE DEATH OF ADMIRAL YEH.

The following obituary is taken from the N. C. Daily News of July 31st:—

The Chinese Empire to-day mourns the loss of the one man who was considered capable of efficiently re-organising the Chinese Navy, a man who had demonstrated by his undoubted ability the great advantages to be derived from European training, a brave man of several fights a patriot of whom his subordinate officers speak with tears in their eyes. It was at noon on Saturday that Vice-Admiral Yeh Chu-kwei, Commander-in-Chief of the Kwangtung, Nanyang, and Peiyang squadrons, passed away, after a few days' illness, at Kiangnan Arsenal.

At thirteen years of age Yeh (Chu-kwei) entered on his cadetship at the Fochow Naval School, under Mr. James Carroll, of Greenwich, and for five years he studied the rudiments of gunnery, naval armaments, and the general construction of men-of-war. During this time he learned much, and with the prospect of a bright career he was transferred to the training ship Kienwei, then in charge of Captain, now Admiral Sir Richard Tracey, R. N. When twenty-one years of age the future Admiral was sent to England to join the British Navy, and he was ordered to the Channel Squadron, which was under the command of Sir Michael Seymour. Four years were spent in the British Navy, years full of arduous work, and then Sub-Lieutenant Yeh, at he then was, resigned and returned to his native country, where he was at once given the command of the Mosquito gunboat, Cheupai, built at the Fochow Arsenal. He quickly moved to the third-class cruiser Chingwei, of the Peiyang Squadron, as Captain, and his next step was to take over the command of the second-class cruiser Chingwei, which took part in the battle of the Yalu, 17th September 1894, in the China-Japan war. In this campaign the Chingwei was most conspicuous in the fighting of Wei-haiwei. On the 5th of February, 1895, before dawn, the Chinese made an unsuccessful torpedo attack on the Japanese, and on the morning of the 6th the Japanese made another combined attack by land and sea; the Chingwei being attacked and sunk by the Japanese. Captain Yeh and some of his officers and men were rescued and lived in the Japanese hands. At the conclusion of the campaign Yeh (Chu-kwei) returned to his native city (Fochow), and took a rest for about a year. At the end of this time the Viceroy of Chihli appointed him Rear Admiral of the new Peiyang fleet of eight vessels, and during the Boxer troubles his flag-ship was the Haiyung, a 2nd-class cruiser. In the light at Taku the Haiyung was captured at the Bar, and Admiral Yeh and his officers were carried off prisoners to Weihaiwei by British fleet. After the trouble was over, Admiral Yeh came down to Kiangnan and resumed command of the Peiyang Squadron. About four years ago, Viceroy Kuan Shih-kai appointed the deceased as Commander of the Naval Affairs at Tientsin, a position he occupied for three years before being promoted Admiral of Kwangtung Province. After a few months Admiral Yeh came to Shanghai with the intention of reorganising the Nanyang Squadron, receiving his instructions from the Viceroy. In 1904 he took supreme command of the Kwangtung, Nanyang, and Peiyang squadrons, and made his headquarters at the Kiangnan Arsenal, as he was also to reorganise the fleet there on a commercial basis. His work of bringing the Chinese fleet up to date then commenced, but he was hampered by lack of funds and support from the Central Government. It was felt by the officers in the Chinese Navy that if that branch of the service was to become an effective fighting force, Admiral Yeh was the only man who was capable of doing so. The late Admiral devoted his whole time and energy to a study of the problem, but as stated he had little support from those who should have given every encouragement; and now he is dead, C. J. Lin begins to realise what a valuable man he was.

Admiral Yeh Chu-kwei received the *Marechal* military decoration of "Batrau" (巴图鲁 or "Brave"), a distinction something like the French Legion d'Honneur, and the Empress Dowager presented him with specimens of her calligraphy in the shape of two scrolls, bearing on the character "Fu" (Prosperity), and the other "Shou" (Longevity).

The cause of the death of Admiral Yeh is unknown at present. About a week ago he was taken ill, and an American doctor, Dr. C. J. Lin, was summoned to him. Deceased had pains in the stomach and violent vomiting. A Chinese doctor was also called in later in the week, and on Saturday at 10 a.m. Dr. Paulin was telephoned for, but was out, and the Admiral became unconscious at 11 a.m. and died shortly before noon. It was not thought that the Admiral was seriously ill, and his Chinese medical advisers said he would recover in about three weeks.

The Emperor's birthday he hoped to entertain some guests to dinner, and the doctor gave him permission, but he became too ill to do so. Deceased was 54 (Chinese) years of age, and he leaves six sons and five daughters. His oldest son is an expectant Civil Mandarin at Peking, and his second son is studying at the Peking University.

In honour of the late Admiral, the flags at the Customs House, and the various Chinese and Western vessels, were half-masted yesterday.

THE "BENNINGTON" CATASTROPHE.

The *Caldwell* publishes the following:—

San Francisco, August 3.—The official investigation into the causes and circumstances of the disastrous explosion aboard the gunboat Bennington has been completed, and the inquiry board has rendered its report to the navy department.

From this report it is learned that the explosion was caused by a defective crown-sheet, that portion of the boiler immediately over the fire and which thus draws a greater heat than any other part of the boiler, which burned out and caused the water to fall into the furnace. The blame is placed upon the high officials.

In an interview with a prominent marine engineer, the expert of the government here, he said that there were two ways to account for the accident which caused the loss of so many lives—either no water in the boiler or too much heat. He said that thickness of salt over the combustion chamber would cause the crown-sheet to burn, the same would be the lack of water. The engine rooms, said our informant, there is a water column (gauge glass) and test cocks, and the rule is to blow and test them every two hours, and record the result in the log. It is the duty of the chief engineer to inspect this log and see that the instructions are carried out. If the water column is not blown regularly there are no means of telling whether there is sufficient water in the boilers or not. The gauge may become blocked and the water in the glass would remain there, but when blown it would show the water level. It is regularly blowing would be impossible. It is our informant's opinion that the engineer in charge at the time of the explosion was negligent in his duty.

THE "LONG HING" PHOTO COMPETITION FOR AMATEURS \$220.00 IN PRIZES.

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FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION Apply to—

SIEMSEN & CO., SOLE AGENTS FOR CHINA.

UNCONSIDERED TRIFLES IN THE TRADE OF CHINA.

By H. B. MORSE, Esq., I. M. CUSTOMS.

The few who are interested in such studies consult the published statistics of the trade of China to ascertain the extent of the demand for the article with which they are concerned. They find figures to show the quantities imported commercially, but few there are who consider that in China, nothing goes to waste, and that in gauging quantities it is necessary to include, or to make allowance for, much to which no attention is paid in other countries.

At home the hard ware dealer supplies you with dust pans, four soaps, tooth brushes, and such like appliances, made of bright tin or prettily lacquered and decorated flamboyantly in gold; companies even are incorporated for making some one such article. Importers know well that they would find no market for the thousand and odd articles of tinware, or the many patented articles of nickel, which fill the stores and add so much to the comfort and even dignity of life at home; and of these they are without some few we can buy ready made, but for most of the others that we cannot do without we send our servant to order them made by the nearest tinmith. Our (the foreigners') wants are few, but the Chinese demand is great; and while there is no large call for the imported finished product, the raw material, must come in sufficient supply.

Tinplate, which the Chinese do not make, was imported in 1904 to the extent of 18,521,000 lbs., more than double the figures for 1903. This figure as shown in the statistics is not, however, the total quantity of tinplate which was utilised in the industries of China. Here, nothing goes to waste, and we must add to the reported import quantity which, as Goldsmith says, "doth a double duty pay," not to the treasury, but in first serving as a package and then as the raw material of an industry. Kerosene oil was imported in 1904 to the extent of 16,000,000 cases. Taking the proportion of case to bulk oil prevailing at Shanghai, then 12,500,000 cases came in in cases. Two such cases in a case weigh 42 lbs., and from this source of supply we have 60,000,000 lbs. of tinplate imported for Chinese industrial use. Cotton piece-goods of the finer kinds are imported in cases protected by a tin lining, the weight of which may be put at 12½ lbs. per case, and the total at not less than 3,000,000 lbs. For other goods in tin-lined cases we may safely assume a minimum of 2,000,000 lbs. To our total import of 18½ million lbs. in the legitimate tinplate trade we have therefore to add 65 million lbs. introduced indirectly, thus making the total supply for the Chinese demand to four and a half times the figures given in the statistics.

From hoops—wires imported in 1904 to the extent of 3,429,000 lbs. This again takes account of the hoops which encircle piece-goods coming in bales, and which, being fastened only "part," the ends are available for use in serviceable lengths of over two yards. Bales come into Shanghai with from four to six such hoops around them, but who ever saw them leave the importer's godown with more than one, or at the most two? In China they are used for packing material, and are introduced indirectly, thus making the total supply for the Chinese demand to four and a half times the figures given in the statistics.

Of soft-wood planks there were in 1904 imported 521 million square feet, valued at 11 million taels. To this must be added the wood that comes in packages, much of which, we all know, is used as ordinary plank for ordinary purposes. Of quarter-inch plank, kerosene oil cases provide 874 million square feet, and other small cases (coal, milk, jams, etc.) may be counted on to give 121 million feet, making 25 million feet of standard inch stuff. Piece-goods cases and other large cases will give close on 20 million feet of three quarter inch and upwards, making 15 million feet of one inch stuff. To our 521 million feet regularly imported in the shape of packing, much of which is used for purposes for which new plank would be used in other countries.

These are the important items, but there are many others. Bottles come in containing wine, beer and spirits, drugs, confectionery, etc., but none leave the country; they are all absorbed for daily use, and will be found in every village in the Empire. The common tin cans, after having disgorged its contents of milk or *petits pois*, will serve as a receptacle for fluids. Turpentine from bales of piece goods never goes to waste, but serves many uses from clothing down. The truth is that this is the form of importation that China calls for—the very cheapest—the finished product is not wanted outside the range of the treaty ports which has taken on artificial taxes. Of cotton manufactures a full half is taken in the least finished shape, yarns—woolens are now no more than the value of forty years ago; of all iron and mild steel imported, three-sevenths are made up of plate cuttings, odds and ends, wire-rod, and old iron—the discarded of Western markets, and even the window glass and condensed milk which come are usually in cases stencilled "China quality." American flour should, if anything, make its way on its merits, and yet the import is less than 25 million bags of 50 lbs. each; North-China prefers its own flour, and the only large demand comes from South China where returned emigrants have brought with them tastes acquired elsewhere.

This, then, is the lesson which the home exporter must learn, that China is a land of primitive wants.—*Journal of the American Association of China.*



CLARETS.

	1 doz.	2 doz.	1 doz.
	Bottles.	Bottles.	Bottles.
VIN ORDINAIRE	\$4.75	\$5.75	\$8.75
COTES	5.25	6.25	8.25
MEDOC	5.75	6.75	8.75
ST. EMILION	6.75	7.75	10.75
MARGAUX	7.00	8.00	11.00
ST. JULIEN	8.00	9.00	12.00
ST. ESTEPHE	10.50	11.50	14.50
Cos St. MICHEL	12.50	13.50	16.50
Ch. LEVILLE	13.00	14.00	17.00
Ch. LAROSE	13.00	14.00	17.00

AMERICAN

CALIFORNIA	\$4.75	\$5.75	\$8.75
ZINFANDEL	5.75	6.75	9.75

SPANISH.

VALDEPENAS	\$4.75	\$5.75	\$8.75
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H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

40

BABY'S TERRIBLE FACE HUMOUR

Would Scratch and Tear Away the Flesh
—Neighbours Called it Worse Case
Ever Seen—Grew Worse Under Doctors—Suffering Terrible.

CURED BY ONE SET OF CUTICURA REMEDIES

"My baby's face was a mass of sores. The doctor called it eczema, but his treatment did no good, as the child was getting worse, the disease eating the flesh away from his nose, and spreading to his body. Neighbours said it was the worst case they had ever seen. His suffering was terrible, and he would scratch and tear away the flesh. We then used the Cuticura Remedies, one set curing him completely, and healing his face without scar or blemish. —Wm. Crilland, 25 Winchester St., Pentonville Rd., N. London, Eng."

BABY QUIRK'S CURE Of Torturing, Raw, and Scaly Eczema By Cuticura

"My baby was afflicted with a loathsome running eczema. Two doctors treated him for three months, but he grew worse and his face was a sickening sight. We then started to use Cuticura, and noticed an improvement at once. In a fortnight the running had ceased, the scabs nearly all dried off, and in a month his face was perfectly clear. —W. H. Quirk, No. 1 West End Cottages, Ruywood Road, N. Southampton."

CUTICURA A BLESSING

To Skin-Tortured Babies.
The suffering which Cuticura Soap and Ointment have alleviated among the young and the comfort they have afforded worn-out and worried parents, have led to their adoption in countless homes as priceless curatives for birth humours, milk crust, scalded head, eczema, rashes, and every form of itching, scaly, pimply skin, and scaly humours, with loss of hair, of infancy and age.

Cuticura Soap, Ointment, and Pills are sold throughout the world. Depot: London, 25, Abchurch Lane; Paris, 1, Rue de la Paix; New York, 10, N. 5th St.; San Francisco, 10, N. 5th St.; Hong Kong, 10, N. 5th St.

Write to: Cuticura Remedies, 25 Winchester St., N. London, Eng.

DR. NEWELL WILSON, DENTIST.

Latest American Methods.
Reasonable Fees.
No charge for examination.
Office hours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the General Post Office and opposite to the side entrance to the Hongkong Hotel)
Hongkong, 5th 1905.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegram Address: Press, Codes: A.B.C., 5th St. P.O. Box, 33, Telephone No 12.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL

WE have this day REMOVED to our new premises Corner of Chater Road and Pender Street, OPPOSITE HONGKONG HOTEL.

KRUSE & CO.
[1850]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship.

"HAINAN". Captain Robson, will be despatched for the above ports on THURSDAY, 10th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARSEN & CO., General Managers.

Hongkong, 8th August, 1905. [1851]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship.

"SAXONIA". Captain Hoppe, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY.

Any Cargo impeding for discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 7th August, 1905. [1852]

S.S. "ARMAND BEHIC".

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex s.s. "Gauloise" and "Charente", from Bordeaux, ex s.s. "Ville de Dunkerque", "Ville de Arras" and "Ville de Lille", in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 14th inst., at Noon, will be subject to rest and landing charges.

All claims must be sent in to me on or before the 14th inst., or they will not be recognized.

All damaged packages will be examined on Monday, the 14th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th August, 1905. [2]

THE HONGKONG WEEKLY PRESS AND CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.

Lending Articles:—

Hankow.

The Foreign Invasion of the East.

With a full.

The Money Market.

The World's Peace in Danger.

Chungsha.

The Boycott.

Hongkong Jottings.

Supreme Court.

Canton Notes.

Importations to China.

The Anglo-Japanese Alliance.

United Asiatic Oriental Agency, Ltd.

Said Baiting at Hongkong.

Alleged Adulterated Milk.

British Naval Coal Supply.

China and the Peace Conference.

Unusual Method of Pacific Transport.

Box-and-Arrow Declared Obsolete.

The Boycott of Goods at Amoy.

Co-operative Stores at Shanghai.

Alleged Bureaucratic Dishonesty at Amoy.

The Hongkong Gardens.

The Recent Typhoon.

The Passion for Opium.

Important Purchase by Shanghai Race Club.

The Shaikwan Murder.

H.M.S. "Humber".

The Battery Path Affair.

Sidelight on Shanghai Assessments.

Two Land Offices.

An Important Letter.

Miscellaneous.

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Subscription: \$12 per Annum, payable in advance, postage 3d.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 3d cents each, or \$1 for three copies Cash.

Hongkong, 8th August, 1905.

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call-Eng 77.

J. W. KEW, Manager.

Hotel Mansion, 3rd Floor.

Hongkong, 8th August, 1905. [1853]

INTIMATIONS

IN THE SUPREME COURT OF HONGKONG

IN BANKRUPTCY

No. 22 of 1905

Re THE YUE FAT BANK.

A MEETING of CREDITORS will be held at the undersigned's office at No. 38 Queen's Road Central on SATURDAY, the 12th day of August, 1905 at Noon.

G. A. HASTINGS, Trustee.

Hongkong, 7th August, 1905. [1848]

TUITION.

LESSONS given in English.

Apply— P. O. BOX 335,

Hongkong, 4th July, 1905. [1854]

FOR SALE OR CHARTER.

THE Auxiliary Yacht "SNOW-FLAKE," 42 tons, 67 knots speed, excellent accommodation for four persons, Electric Fans and all conveniences, recently thoroughly overhauled, terms moderate, owner leaving for Home.

Apply to

WHYMARK & THOMPSON,

82, Sakai Machi, Kobe, Japan.

Kobe, 12th July, 1905. [1716]

COLD STORAGE.

THE Hongkong Ice Company, Ltd., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [55]

"SEETON."

A FIRST-CLASS FAMILY HEALTH RESORT.

Splendid Bathing Facilities for Adults and Children.

Separate Bathing Accommodation for Ladies and Gentlemen.

Lawns suitable for private parties and picnics let by arrangement.

First-Class Refreshments only supplied.

Special launches will leave Blaka Pier every day throughout the summer months (weather permitting).

Week-days, leave at 5.15 p.m., return at 7 p.m.

Saturday, leave at 3.15 p.m., return at 7 p.m.

Sundays, leave at 3.15 p.m., return at 7 p.m.

Launches will call at Police Pier, Kowloon, on Saturdays and Sundays.

Return tickets (including refreshments) \$1.00.

Monthly excursion tickets ... \$10.00.

For further particulars please apply to the undersigned.

SAMUEL SEE, Manager.

Care of 15, Connaught Road Central.

Hongkong, 1st August, 1905. [1806]

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE

"BRASSIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS.

"Brasside," 20, Macdonnell Road, (late of "Tang Yuen").

Hongkong, 27th June, 1905. [1855]

TO LET.

FURNISHED ROOM with Board for a Bachelor. Terms Moderate. Splendid View of Harbour.

Apply by letter to—

Care of Daily Press Office.

Hongkong, 27th July, 1905. [1786]

BOARD AND RESIDENCE.

MRS. GILL ANDERSON

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 18th March, 1904. [761]

MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 964 "

Width of Entrance on Bottom ... 883 "

Water on Blocks at Spring Tide 344 "

DOCK No. 1.

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 88 "

Water on Blocks at Spring Tide 364 "

DOCK No. 2.

Extreme Length ... 371 feet.

Length on Blocks ... 361 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P., specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.)

Shert Notice. [1853]

NOTICES OF FIRMS

THE MUTUAL STORES.

THE BUSINESS of the above having been SOLD BY LAM KAU CHEUK and others, NOTICE IS HEREBY GIVEN that the undersigned will continue to carry on the said business under the same name and style at No. 25, Des Vaux Road Central, Hongkong, and at Shakes Street, Canton.

All debts due and owing to and from the former proprietors up to the 30th day of June, 1905, are to be paid to and by them.

Customers are respectfully solicited to continue their patronage.

TAM HOK PO.

Hongkong, 2nd August, 1905. [1817]

NOTICE.

THE INTEREST & RESPONSIBILITY of the undersigned in the business carried on under the style of THE MUTUAL STORES at 25, Des Vaux Road Central, and at Shakes Street, Canton, ceased as from the 1st July 1905.

All debts due and owing to The Mutual Stores up to the 30th day of June, 1905, will be collected by us.

All Claims against The Mutual Stores up to the 30th day of June, 1905, must be sent in to the undersigned at 25, Des Vaux Road Central, before the 31st day of August, 1905, otherwise they will not be recognised.

We take this opportunity to thank the numerous Customers who have accorded us their esteemed patronage in the past.

FRED. C. MOW FUNG.

Hongkong, 1st August, 1905. [1825]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from the OFFICIAL RECEIVER, to Sell by Public Auction,

TO-MORROW (WEDNESDAY), the 9th August, 1905, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road (Corner of Ice House Street),

SUNDRY HOUSEHOLD FURNITURE, Comprising:—

MARBLE-TOP SIDEBOARD with BEVELLED GLASS LEATHER-COVERED DINING ROOM SEAT, DINNER WAGGONS, TEAKWOOD OVERMANTLE, MARBLE-TOP TABLE, TEAKWOOD WARDROBES with BEVELLED GLASS, CUP-BELT, PICTURES, CURTAINS, ELECTRIC FAN, BLACKWOOD FURNITURE, &c., &c., &c.

Also

One RICKSHA.

Now on View.

Catalogues will be issued.

Terms:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 7th August, 1905. [1849]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [181]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904, £17,161,289.

I. AUTHORIZED CAPITAL ... £25,000,000

SUBSCRIBED CAPITAL ... 2,750,000

PAID-UP CAPITAL ... 687,500

II. FUND FUNDS ... 3,001,288 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 30th June, 1905. [1587]

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.

Hongkong, 1st January, 1904. [13]

HONGKONG BUSINESS DIRECTORY.

IRON MERCHANTS.

SINGON & CO., Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street. (1st Street, West of Central Market).

PHOTOGRAPHER

M. MUMBYA, JAPANESE ARTIST.

Bronze and Copper Engravings and also coloring Photos and Relief Photos.

Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishman.

STOKEEPEERS

BISMARCK & CO.,

Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,

Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants. 57 & 59, Connaught Road, New Praya Central.

PUBLIC COMPANIES

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the OFFICE of the COMPANY, No. 13, Bank Buildings, Queen's Road Central, on TUESDAY, the 15th AUGUST, at 12 o'clock Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 15th AUGUST.

By Order of the Board of Directors.

T. ARNOLD, Secretary.

Hongkong, 24th July, 1905. [1737]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of AUGUST, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts to 30th June, 1905.

By Order of the Court of Directors.

J. R. M. SMITH, Chief Manager.

Hongkong, 1st August, 1905. [1802]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Registers of Shares of

MARTIN'S
APIOL & STEEL
PILLS
For Ladies.
A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in their houses, and use them at the first signs of any irregularity of the System. A timely dose may be administered. Those who use them recommend them to their servants and friends. Always get the real Pills, a red dot on the wrapper.
LONDON, GLASGOW, SOUTHAMPTON, BRISTOL, &c.

This concluded the proceedings, and the Imperial visitors shortly afterwards departed by special train for Lancaster.

FOR EUROPE and AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS.
A COMPREHENSIVE AND COMPLETE RECORD
OF THE
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
"THE CHINA OVERLAND TRADE REPORT."
Subscription, paid in advance, \$12 per annum
Postage: toany part of the World \$2.

To the contention that our unfortunate, deplorable departure from traditions and precedent in acquiring sovereignty over the pine Islands and their eight millions of people necessitates this departure, as one false calls for another, the people may not have a satisfactory answer; for they are not the event of war and the destruction of the Pacific would be extremely difficult, if not impossible. But no argument will reconcile this nation to any foreign ally other kinds, with few exceptions would any administration or party extremely uncomfortable if it should attempt to assume such an international co-opt. Still, we the issue is coming—is well on its way, and arrive before many months shall have passed.

Representative in Japan and China--MR. ROBERT FINCH, No. 6, Bund, Yokohama.

WINTHAM MASS. U.S.A.

MILKIN'S FOOD is free from Starch
When prepared is similar to Breast Milk
MILKIN'S FOOD JOHN RECKHAM, LONDON, ENGLAND

SHIPPING.

ARRIVALS.

AGUIA, German str., 3,446, Schultze, 7th Aug.
—Sanghai 4th Aug. General.—Hamburg.
—America Line.
ARMAND BEHIC, French str., 3,554, Guionnet,
7th Aug.—Marseilles 9th July, General.—
Messageries Maritimes.
BAUJARA, British str., 2,297, P. J. Grogan,
7th Aug.—Sanghai 3rd Aug. General.—
Nippon Yusen Kaisha.
EMPIRE, British str., 2,803, P. T. Holms, 7th
Aug.—Kobe 1st August, General.—Gibb,
Livingston & Co.
HANGANG, British str., 1,356, S. Wilde, 7th
Aug.—Sanghai via Swatow 3rd Aug.
General.—Jardine, Matheson & Co.
HANOI, French str., 733, N. P. Merles, 7th
Aug.—Haiphong 5th Aug. and Hoihow
6th, Pige and General.—A. R. Marty.
HILLAS, German str., 1,539, H. Rohde, 7th
Aug.—Hongkong 4th Aug. Coal.—Siem-
sen & Co.
KONGHANG, German str., 1,292, C. Gogewisch,
6th Aug.—Kobe 30th July, Rice.—
Butterfield & Swire.
LOONGSANG, British str., 1,632, A. E. Sandbach,
7th Aug.—Manila 4th Aug. General.—
Jardine, Matheson & Co.
NANTAN, British str., 1,229, A. W. Bagnall,
7th Aug.—Kobe 31st July, Rice.—
China.
PROMISE, Norwegian str., 714, J. Stensen, 7th
Aug.—Anping via Amoy and Swatow 4th
Aug. General.—Osaka Shosen Kaisha.
SAKURA, German str., 3,316, E. Hoppe, 7th
Aug.—Hamburg and Singapore 1st Aug.
General.—Hamburg-Amerika Linie.
STRATHREY, British str., 2,363, Buchanan,
6th Aug.—Sourabaya 10th July, and
Proboling 25th, Sugar.—Butterfield &
Swire.
TOKIN, French str., 2,272, J. Charbonnel, 6th
Aug.—Yokohama and Sanghai 4th
Aug. Mail and General.—Messageries
Maritimes.
YCHOOW, British str., 1,308, J. H. Brown, 7th
Aug.—Sanghai 4th Aug. General.—
Butterfield & Swire.

DEPARTURES.

At the Harbour Master's Office.
7th August.
Chinias, British str., for Sanghai.
Bokale, British str., for Hongkong.
DEPARTURES.
7th August.
DEUMGEITH, British str., for Bambury.
FOOSHING, British str., for Canton.
HSIEN HO, Chinese str., for Canton.
KORANNA, British str., for Calcutta.
MAUSANG, British str., for Sandakan.

SHIPPING REPORTS.

The German str. *Kohlschlag* reports: Fine
weather and westerly winds.
The German str. *Hellas* reports: Had light
variable winds and fine weather.
The British str. *Hanyang* reports: Mode-
rate S.W. wind and sea, with fine weather
throughout.
The British str. *Empire* reports: Had S.W.
winds and fine weather through the Inland Sea.
After clearing Helms thick weather with
heavy rain was met with till leaving the
Japanese coast, when the weather cleared.
Fresh S.W. winds with a moderate head sea
was experienced across the China Sea till reach-
ing the China coast, when the sea went down.
Continuous fine weather with S.W. wind till
the ship reached Hongkong.

VESSELS IN DOCK.

5th August.
ABERDEEN DOCKS.—*Kaiyong*.
KOWLOON DOCKS.—*Poohian*, *Holstein*, *Tak*,
M. Hays, *Wagner*, *Germania*, *Hongkong*, *Signal*,
Arabia, *Ekade*.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES
MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
EGYPT, MARSEILLES,
LONDON, HAVRE, BOR-
DEAUX, MEDITERRA-
NEAN AND BLACK SEA
PORTS.

THE Steamship
"TOKIN"
Captain Charbonnel, will be despatched for
MARSEILLES TO-DAY, 8th August, at
1 p.m.
Passage tickets and through Bills of Lading
issued for above ports.
Cargo also booked for principal places in
Europe.
Next sailings will be as follows:
S.S. "SYDNEY" 22nd Aug.
S.S. "ARMAND BEHIC" 5th Sept.
S.S. "ERNEST SIMONS" 19th Sept.
G. DE CHAMPEAUX,
Agent.
Hongkong, 26th July, 1905. [2]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Ticon, Port Darwin and QUEEN-
SLAND PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND, TASMANIA,
&c.)

THE Steamship

"EMPIRE"
Captain Holmes, will be despatched for the
above ports TO-MORROW, the 9th August,
at Noon.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with
the Electric Light.
A duly qualified Surgeon and Stowaways
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 19th July, 1905. [1708]

"HEN" LINE OF STEAMSHIPS.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship
"BENLARIQ"
Captain Wallace, will be despatched as above
on or about the 27th inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 3rd August, 1905. [1828]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	COROMANDEL	Brit. str.	1 m.	G. M. Montford, R.N.E.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	INDONEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 12th inst.
LONDON, AMSTERDAM & ANTWERP	PARKING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 12th inst.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 12th inst.
LONDON, AMSTERDAM & ANTWERP	ANTONOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 12th inst.
MARSEILLES, &c., VIA PORTS OF CALL.	TOKIN	Freest.		Charbonnel	MESSAGERIES MARITIMES	On 28th Sept.
MARSEILLES, LONDON & ANTWERP, &c.	JAPAN	Brit. str.		E. P. Martin, R.N.E.	P. & O. S. N. Co.	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP	BENLARIQ	Brit. str.		Wallace	GIBB, LIVINGSTON & CO.	About 18th inst.
BREMEN, VIA PORTS OF CALL.	PRINZ HEINRICH	Ger. str.		Grosch	MELCHERS & CO.	About 27th inst.
HAMBURG VIA STRAITS, &c.	KEBIA	Ger. str.	k.w.	Sachs	HAMBURG-AMERIKA LINIE	On 16th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	SPEZIA	Ger. str.	k.w.	Blome	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE & HAMBURG VIA STRAITS, &c.	RHEINHAIA	Ger. str.	k.w.	Fibek	HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	v. Doehren	HAMBURG-AMERIKA LINIE	On 28th Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k.w.	Bable	HAMBURG-AMERIKA LINIE	On 29th Sept.
TRIESTE, &c., VIA SINGAPORE, &c.	SLAVONIA	Ger. str.	k.w.	Madon	HAMBURG-AMERIKA LINIE	On 4th Oct.
GENOA, MARSEILLES & LIVERPOOL.	AUSTRIA	Aus. str.		Colledani	SANDER, WIELER & CO.	On 18th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	STRETOE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 29th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	YANGTSE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 29th inst.
NEW YORK VIA SUEZ	ALBENGA	Ger. str.		Petersen	CARLOWITZ & CO.	About end Aug.
NEW YORK VIA SUEZ	INDIANADI	Brit. str.			SHAW, TOMES & CO.	On 12th inst.
NEW YORK VIA SUEZ	ST. HUGO	Brit. str.			DODWELL & CO., LD.	About 15th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	VANDALIA	Ger. str.	k.w.	Hase	HAMBURG-AMERIKA LINIE	Quick despatch.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ATHENIAN	Brit. str.	1 m.	S. Robinson, R.N.E.	CANADIAN PACIFIC R. CO.	To-morrow.
VICTORIA (B.C.) & TACOMA VIA JAPAN	EMPEROR OF INDIA	Brit. str.	2 m.	E. Beetham, R.N.E.	CANADIAN PACIFIC R. CO.	On 22nd inst.
VICTORIA (B.C.) SEATTLE, &c., VIA JAPAN	TREBONT	Am. str.		T. W. Garlick	DODWELL & CO., LD.	To-day.
PORTLAND, OREGON VIA SHANGHAI, &c.	JASON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 3rd Sept.
AUSTRALIAN PORTS VIA TIMOR, &c.	ARABIA	Ger. str.		Metsenlin	PORTLAND & ASIATIC S.S. CO.	On 12th inst., at Daylight.
AUSTRALIAN PORTS VIA MANILA, &c.	EMPIRE	Brit. str.		Holms	GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
AUSTRALIAN PORTS VIA NEW GUINEA	TINIAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA VIA SHANGHAI, MOJI & KOBE	PRINZ SIGMUND	Ger. str.		Lenz	MELCHERS & CO.	On 22nd inst., at Noon.
JAPAN VIA SHANGHAI, MOJI & KOBE	TIMAHU	Brit. str.		C. F. Lookstone, R.N.E.	P. & O. S. N. Co.	About 18th inst.
TIENTSIN VIA WEIHAUWEI	WOSANG	Brit. str.			JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CROTANG	Brit. str.			JARDINE, MATHESON & CO.	On 15th inst., at 3 p.m.
SHANGHAI VIA SHANGHAI, AMOY & FOCHOW	FRITHJOF	Ger. str.		H. A. Haraldeen	OSAKA SHOSHEN KAISHA	To-day, at 5 p.m.
SHANGHAI & CHINKIANG	CHINHOA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day, at 10 a.m.
SHANGHAI & KOBE	SHOAHINA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	BANCA	Brit. str.		J. B. Ferguson	P. & O. S. N. Co.	About 10th inst.
SHANGHAI	BENAL	Brit. str.		W. W. Cook, R.N.E.	P. & O. S. N. Co.	About 10th inst.
TAMSUI VIA SWATOW & AMOY	LANGANG	Brit. str.		H. Ohta	JARDINE, MATHESON & CO.	On 11th inst., at 4 p.m.
ANPING VIA SWATOW & AMOY	DALIN MARU	Jap. str.		Thorsensen	OSAKA SHOSHEN KAISHA	On 13th inst., at 8 a.m.
SWATOW, AMOY & FOCHOW	PROMISE	Brit. str.		Robson	DODWELL & CO., LD.	To-morrow, at 10 a.m.
MANILA	HAMUN	Brit. str.	2 l.		BUTTERFIELD & SWIRE	On 14th inst., at 10 a.m.
MANILA	TEAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-day.
MANILA	LOONGSANG	Brit. str.			JARDINE, MATHESON & CO.	On 11th inst., at 4 p.m.
MANILA	RUBI	Brit. str.		A. H. Notley	SHAW, TOMES & CO.	On 12th inst., at Noon.
CEBU & ILOILO	ZAPIRO	Brit. str.		R. Rodger	SHAW, TOMES & CO.	On 26th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	KAFONG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 10th inst.
SINGAPORE & COBAY	NAMPANG	Brit. str.			JARDINE, MATHESON & CO.	To-morrow, at Noon.
SINGAPORE, SOUBABAYA & SINGAPORE	MAZANG	Brit. str.		W. H. S. Hall	P. & O. S. N. Co.	About 9th inst.
BOMBAY VIA SINGAPORE & PENANG	POOHING	Brit. str.			JARDINE, MATHESON & CO.	On 15th inst., at 3 p.m.
	CAPER	Ital. str.		Belito	CARLOWITZ & CO.	On 10th inst., at Noon.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
* SINGAPORE and BOMBAY	MAZAGON	About 9th August	Freight only.
SHANGHAI and KOBE	W. H. S. Hall	About 10th August	Freight only.
SHANGHAI	BANCA	About 10th August	Freight and Passage.
SHANGHAI	BENAL	About 10th August	Freight and Passage.
LONDON, &c.	W. W. Cook, R.N.E.	August	Freight and Passage.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	COROMANDEL	Noon, 12th August	See Special Advertisement.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	CEYLON	About 18th August	Freight and Passage.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	C. F. Lookstone, R.N.E.	About 19th August	Freight and Passage.
	J. B. Ferguson	About 19th August	Freight and Passage.
	E. P. Martin, R.N.E.	About 19th August	Freight and Passage.

* Calling at Penang and Colombo if sufficient inducement offers.
For further particulars, apply to
L. S. LEWIS
Acting Superintendent.
Hongkong, 8th August, 1905. [1]

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	REMARKS.
TAMSUI VIA SWATOW AND AMOY	"DALIN MARU"	LEAVING at 8 A.M. SUNDAY, 14th Aug.	
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"FRITHJOF"	LEAVING at 10 A.M. TUESDAY, 8th Aug.	
ANPING VIA SWATOW AND AMOY	"PROMISE"	LEAVING at 10 A.M. WEDNESDAY, 9th Aug.	
	THORSTENSEN	LEAVING at 10 A.M. WEDNESDAY, 9th Aug.	

* This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with electric light.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
Hongkong, 4th August, 1905. T. ARIMA, Manager. [14]

NORTHERN PACIFIC LINE.

BOSTON & S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TREBONT	3,666	T. W. Garlick	Tuesday, August 9th
LYRA	3,753	G. V. Williams	Wednesday, August 10th
	4,417		Friday, September 15th

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREBONT" are fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS,
Hongkong, 22nd July, 1905. [7]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.
ALESIA	HAMBURG	On 9th Aug. Freight.
Capt. Sachs	(Calling at Singapore, Penang and Colombo)	
SPEZIA	HAVRE and HAMBURG	On 21st Aug. Freight.
Capt. Ehlers	(Calling at Singapore, Penang and Colombo)	
* RHEINANIA	HAVRE and HAMBURG	On 6th Sept. Freight & Passengers.
Capt. Forck	(Calling at Singapore, Penang and Colombo)	
* SCANDIA	HAVRE and HAMBURG	On 20th Sept. Freight & Passengers.
Capt. v. Doehren	(Calling at Singapore, Penang and Colombo)	
* SILESIA	HAVRE and HAMBURG	On 4th Oct. Freight & Passengers.
Capt. Bable	(Calling at Singapore, Penang and Colombo)	
* SLAVONIA	HAVRE and HAMBURG	On 18th Oct. Freight & Passengers.
Capt. Madon	(Calling at Singapore, Penang and Colombo)	
VANDALIA	NEW YORK VIA SUEZ	About beginning of October. Freight.
Capt. Huan	with liberty to call at the Malabar coast	

* Special attention of intending Passengers is drawn to the splendid accommodation of these
steamers. Saloon and cabin amidships. Lighted throughout by electricity. Duly qualified
doctor and stewaresses are carried.
For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE. No. 1, QUEEN'S BUILDING.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI VIA INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARABIA"	4,483	Metzendorf	August 14th, 1905.
"ARAGONIA"	5,198	Schmidt	September 1st, 1905.
"NIGROMEDIA"	4,370	Wagemann	September 26th, 1905.
"NUMANTIA"	4,370	Feldmann	October 14th, 1905.

* Through Bills of Lading issued to Pacific Coast Ports and a Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.
Hongkong, 3rd August, 1905. [13]

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
OF THE LEVANT.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION—
STEAMERS.

STEAMERS.	SAILING DATE.
PRINZ HEINRICH	WEDNESDAY 16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 28th August
PREUSSEN	WEDNESDAY 13th September
ROON	WEDNESDAY 27th September
HAVERN	WEDNESDAY 11th October
ZIETEN	WEDNESDAY 25th October
PRINZESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December

ON WEDNESDAY, the 16th day of AUGUST, 1905, at NOON, the Steamship
"PRINZ HEINRICH" Captain P. Grosch, with MAIL, PASSENGERS, SPECIE,
and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 14th August. Cargo and
Specie will be received on Board until 5 p.m., on TUESDAY, the 15th August, and Parcels will
be received at the Agency's Office until Noon, on TUESDAY, the 16th August.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.
Hongkong, 3rd August, 1905. [6]

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.

Having connection with Company's Mail Stea-
mers to ADEN, SUEZ, PORT SAID,
MADAGASCAR, NAPLES, LEBRON and GENOA,
also VENICE and TRIESTE, all MEDITERRA-
NEAN, ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to CALAO.
(Taking Cargo at through rates to PERMAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)

THE Steamship
"CAPRI"

Captain Belito, will be despatched as above
on THURSDAY, the 10th August, at Noon.
At Bombay the Steamer is discharging in
Victoria Dock.

For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 31st July, 1905. [4]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CHYLOU, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS.

P.L.M. SOUTH AND LONDON.
Through Bills of Lading issued for
BATAVIA, PENANG, GULF, CONTINENTAL
AMERICAN and SOUTH AMERICAN PORTS.

THE Steamship
"COROMANDEL"

Captain G. M. Montford, R.N.E. carrying His
Majesty's Mails, will be despatched from here
on SATURDAY, the 12th August,
at Noon, taking passengers and cargo for the
above ports in connection with the Company's
s.s. "Modena." 2,500 tons, from Colombo.
Passengers' accommodation in which vessel is
soured before departure from Hongkong.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement), will be
transhipped at Colombo into the mail steamer

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND HUMBATA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO
GLASGOW AND LIVERPOOL.	"ANTENOR"	On 3rd August.
GLASGOW AND LIVERPOOL.	"OLYMPIOS"	On 7th August.
GLASGOW AND LIVERPOOL.	"ULYSSES"	On 9th August.
GLASGOW AND LIVERPOOL.	"COOPACK"	On 9th August.
GLASGOW AND LIVERPOOL.	"PELEUS"	On 10th August.
GLASGOW AND LIVERPOOL.	"ALCINOUS"	On 23rd August.
GLASGOW AND LIVERPOOL.	"AGAMEMNON"	On 30th August.
GLASGOW AND LIVERPOOL.	"JASON"	On 31st August.
GLASGOW AND LIVERPOOL.	"THESEUS"	On 10th September.
FOR	STEAMERS	TO
LONDON, AMSTERDAM and ANTWERP.	"IDOMENEUS"	On 15th August.
GENOA, MARSEILLES and LIVERPOOL.	"STENTOR"	On 20th August.
LONDON, AMSTERDAM and ANTWERP.	"PAKLING"	On 29th August.
LONDON, AMSTERDAM and ANTWERP.	"ACHILLES"	On 12th September.
GENOA, MARSEILLES and LIVERPOOL.	"YANGTSE"	On 20th September.
LONDON, AMSTERDAM and ANTWERP.	"ANTENOR"	On 26th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBÉ & YOKOHAMA.	"JASON"	On 3rd September.
FROM	STEAMERS	TO
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST.	"NINGCHOW"	On 17th August.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [9-10]

Hongkong, 18th July, 1905.

CHINA NAVIGATION CO. LIMITED.

STEAMERS	TO
"TEAN"	On 8th August.
"CHINHUA"	On 8th August.
"SHAOHSING"	On 9th August.
"KAIFONG"	On 10th August.
"TSINAN"	On 14th August.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified
Surgeon is carried.
* Taking Cargo on Through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo on Through bills of lading to all New Zealand Ports and other
Australian Ports.
* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
* Taking Cargo on Through bills of lading to Chefoo, Tientsin, Newchwang and Yangtze
Ports.
For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 9th August, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FOR HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO
SHANGHAI VIA SWATOW	"CHOYSANG"	Tuesday, 8th Aug. 3 P.M.
SINGAPORE, PENANG, AND UTTRA	"NAMSANG"	Wednesday, 9th Aug. Noon.
MANILA	"LOONGSANG"	Friday, 11th Aug. 4 P.M.
SHANGHAI	"HANGSANG"	Friday, 11th Aug. 4 P.M.
TIENTSIN VIA WIAHAIWAI	"WOSANG"	Tuesday, 15th Aug. 3 P.M.
SINGAPORE, SOERABAYA and	"FOOSHING"	Tuesday, 15th Aug. 3 P.M.
SAMARANG		

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
* Taking Cargo on Through bills of lading to Chefoo, Tientsin, Newchwang and Yangtze
Ports.
For Freight or Passage, apply to—

JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [18]

Hongkong, 7th August, 1905.

HONGKONG-MANILA.

Highest class, newest, fastest and most luxurious steamers between
Hongkong and Manila. Saloon amidships. Electric Light. Perfect
catering. SURGEON and STEWARDESSES on board. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	LEAVING DATE.
RUBI	2540	A. H. Noddy	Manila	at 12th Aug. Noon.
ZAFIRO	2540	H. Rodger	Manila	at 20th Aug. Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,

Hongkong, 7th August, 1905.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PANAMA AND CANAL.

(WITH LIBERTY TO CALL AT THE PACIFIC COAST.)

SS "INTRAVAL"
SS "TERRA BLANCA"

For freight and further information apply to

SHEWAN, TOMES & CO.,

Hongkong, 7th August, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
"ATHENIAN" 3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA" 6,000 Tons Com. E. Beetham, R.N.R. WEDNESDAY, 23rd Aug.
"TARTAR" 4,425 Tons Com. W. Davison, R.N.R. WEDNESDAY, 18th Sept.
"EMPEROR OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sept.
"EMPEROR OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oct.
Hongkong to London, 1st Class via St. Lawrence 420. via New York 422
Intermediate on Steamers 240. " " " 242
and 1st Class Rail

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the
famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent
Corner Pedder Street and Praya, opposite Blake Pier.

6

JAPAN COALS. MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 100 HONG KONG STREET

OTHER BRANCHES
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Canton, Hankow, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Saigo, Maizuru, Misaki, Hakodate, Taipeh, etc.

Telegraphic Address "MITSUI" (A.B.C. and A 1 Code)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Tagawa, Yamano and Ida Coal Mines; also
SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinaka, Mameda, Mannoura, Onoura Otani,
Sashima, Tsukuba, Yoshimoto, Yashio, Yunkobara, and other Coals.

P. MINAMI, Manager, Hongkong.

VESSELS ON THE BEIR

IMPERIAL GERMAN MAIL LINE.
NORDDOITSCHER LOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE
via NEW GUINEA.

STEAM FOR
FRIEDRICH-WILHELMSHAFEN.
HERBERTSHOF, HANNOVER, BEIS-
BARS, SYDNEY AND MELBOURNE.

On TUESDAY, the 22nd August, at Noon, the
Steamship "PRINZ-SIGISMUND," Captain
Lea, with Mail, Passengers and Cargo, will
leave this port as above.

The Steamer has splendid accommodation and
carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDOITSCHER LOYD.

For Further Particulars, apply to
MELOCHERS & CO.,
Agents.

Hongkong, 26th July, 1905. [1785]

SHIPPING IN PORT.

STEAMERS.

ARAB, British str., 4,477, H. E. Batt, 6th Aug.
Shanghai 3rd Aug. General—Butter-
field & Swire.

ANGON, German str., 1,001, D. Reimers,
3rd Aug. Bangkok 27th July, Rice—
Butterfield & Swire.

ARAB, German str., 2,818, H. M. Zentlin,
3rd Aug. Port of Japan 2nd July,
General—Portland & Co. S. S. Co.

ATHENIAN, British str., 2,140, S. Robinson,
26th July. Vancouver 26th June, Flour
and G. R. C. Co.

BATHEA, British str., 1,318, Chas. Raisson,
2nd Aug. Sourabaya 20th July, Sugar—
Doddwell & Co.

BOURDON, French steamer, 997, H. Siso, 4th
August—Chefoo, V. Riccioli,
Chinese.

CAPRI, Italian str., 4,195, G. B. Lotti, 3rd Aug.
Singapore 23th July, General—
Carlowitz & Co.

CHONGHONG, British str., 1,131, P. Fawcett,
25th July. Singapore 19th July, General—
Chinese.

CHINRIANG, British str., 1,218, Robertson, 2nd
July. Shanghai 28th July, General—
Butterfield & Swire.

CHINUIA, British str., 1,348, J. Matheson,
28th July. Wuhu 22nd July, General—
Butterfield & Swire.

CHOYSANG, British str., 1,424, T. W. Selby,
3rd Aug. Shanghai 30th July and Swatow
2nd Aug. General—Jardine, Matheson
& Co.

CITY OF HONGKONG, British steamer, 90,
J. Watson, 14th May, Crimby 26th Mar.
—Order.

CRANFALL, British str., 2,868, Milne, 12th
July. New York 25th April, Cas. Oil—
Standard Oil Co.

DOMIC, British str., Harry Smith, R.N., 31st
July. San Francisco 27th July and Shang-
hai 23th, Mail and General—O. & O.
S. N. Co.

ESANG, British str., 1,127, S. J. Payne, 21st
July. Tientsin and Chefoo 14th July,
General—Jardine, Matheson & Co.

ESKDAL, British str., 1,220, Duff, 3rd Aug.
Hongkong 2nd Aug. General—Butterfield &
Swire.

EVANDALE, British str., 2,434, Wm. Burgers,
19th July. Calcutta 3rd July, Cas—
Doddwell & Co.

FOOSHING, British str., 1,423, T. Arthur, 5th
Aug. Sourabaya and Swatow 26th July,
General—Jardine, Matheson & Co.

FERTISSOF, Norw. str., 1891, H. A. Harsdalen,
6th Aug. Shanghai via Foochow, Amoy
and Swatow 28th July, General—Osaka
Shosen Kaisha.

GERMANIA, German str., 1,000, H. Flugel, 30th
July. Sydney 15th July, Cas—Siema-
son & Co.

GLORIOUS, British str., 3,600, J. McGilivray,
5th Aug. Moji 25th July and Amoy 3rd
Aug. Coal—Mottergor Bros. & Co.

HAICUNG, British str., 1,267, A. E. Hodgins,
5th Aug. Foochow, Amoy and Swatow
4th Aug. General—Doddwell & Co.

FURNITURE C. LAZARUS & CO., CALCUTTA.

THE BEST OF NEW IDEAS

AND

THE FINEST REPRODUCTIONS FROM OLD MODELS.

C. LAZARUS & CO., CALCUTTA.

FOR TEXTILE FABRICS,

WALL-PAPERS,

CARPETS

AND

FLOOR-CLOTHS.

SEND FOR PRICE LISTS.

1473-4

BANKS

HONGKONG & SHANGHAI BANK ING CORPORATION

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$10,000,000

SILVER RESERVE \$8,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.

H. A. W. SLADE, Esq., Chairman.

A. HAYTER, Esq., Deputy Chairman.

Hon. C. W. Dickson, Esq., H. Schubart, Esq.,

E. Goetz, Esq., E. Shollin, Esq.,

G. H. McDermott, Esq., N. A. Slob, Esq.,

J. Raymond, Esq., Hon. R. Shewan

F. Salinger, Esq.

CHIEF MANAGER—J. R. M. SMITH

MANAGER—Shanghai—H. E. R. Hunter.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per

cent. per annum on the daily balance.

On Fixed Deposits.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 17th May, 1905. 23

INTERNATIONAL BANKING CORPORATION.

Piscal Agents of the United States in China

the Philippine Islands and the

Republic of Panama.

CAPITAL AND SURPLUS Gold \$10,000,000

CAPITAL PAID UP Gold \$3,250,000

RESERVE FUND Gold \$3,250,000

HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World.

LONDON BANKERS.

NATIONAL PROVINCIAL BANK OF ENGLAND,

LIMITED.

UNION OF LONDON AND SMITH'S BANK,

LIMITED.

BRITISH LINEN COMPANY BANK

The Corporation transacts every description

of Banking and Exchange business, receives

money in Current Account and accepts Fixed

Deposits at rates which may be ascertained on

application.

CHARLES R. SCOTT,

Manager.

6, Des Voeux Road,

Hongkong, 24th July, 1905. [1730]

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY THE GOVERNMENT OF TAIWAN)

CAPITAL SUBSCRIBED \$5,000,000

CAPITAL PAID UP \$5,000,000

HEAD OFFICE: TAIPEI.

BRANCHES AND AGENTS:

Kobe, Nagasaki, Yokohama,

Osaka, Tientsin,

Shanghai, Yokohama.

HONGKONG OFFICE:

QUEEN'S ROAD.

Interest allowed on Current

Deposits received on terms which

may be ascertained on application.

SHI-HI

Hongkong, 1st November, 1905. 11

YOKOHAMA SPECIE BANK

CAPITAL \$1,000,000

CAPITAL PAID UP \$1,000,000

RESERVE FUND \$1,000,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENTS:

Tokyo, London, San Francisco, Yokohama,

Shanghai, Hongkong, Canton, Amoy, Swatow, Tientsin, Peking, Hankow, Harbin, Manchuria, Korea, Japan.

For further information apply to the Manager, Yokohama Specie Bank, Yokohama, Japan.

Hongkong, 22nd May.

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE: LONDON.

CAPITAL PAID-UP £500,000

RESERVE LIABILITY OF SHARE

POST OFFICE NOTICES.

The Bengal, with the English mail of the 14th, left Singapore on Saturday, the 5th inst., at noon, and may be expected here on or about Thursday, the 10th inst., at 6 a.m. This packet brings replies to letters despatched from Hongkong on the June 13th, and the parcel mails closed in London for despatch by the all-sea route on the 5th of July, and for despatch overland on the 12th of July.

Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.

A mail for MACAO per s.s. Wingchai is closed every week-day at 5 p.m.

Mails for NANTAO, SANHUI, KONGKONG, KUMCHUK, SAMSHUI, WUCHOW and CANTON are closed every week-day at 5 p.m. On Sundays the mails are closed at 9 a.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

FOR	PER	DATE
Kobe, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma	Tremont	Tuesday, 8th, 10.00 A.M.
Europe, &c., India via Tutuorin	Tonkin	Tuesday, 8th, 10.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Macao, Salina Cruz (Mex.), Swatow and Shanghai	Heungshah	Tuesday, 8th, 12.15 P.M.
Manila, Shanghai, Hongkong	Heungshah	Tuesday, 8th, 2.00 P.M.
Singapore	Heungshah	Tuesday, 8th, 3.00 P.M.
Swatow and Bangkok	Heungshah	Tuesday, 8th, 3.30 P.M.
Highway and Haiphong	Heungshah	Tuesday, 8th, 4.00 P.M.
A. S. Y. SHANGHAI, NAGASAKI, KORE, YOKO, HAMA, VICTORIA and VANCOUVER (B.C.)	Heungshah	Tuesday, 8th, 5.00 P.M.
Singapore, Penang and Calcutta	Heungshah	Tuesday, 8th, 5.00 P.M.
Timor, Port Darwin, Thursday Island, Cook's Town, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	Heungshah	Wednesday, 9th, 11.00 A.M.
Macao	Heungshah	Wednesday, 9th, 11.00 A.M.
Swatow, Amoy and Fecchow	Heungshah	Wednesday, 9th, 11.00 A.M.
Singapore, Penang and Bombay	Heungshah	Wednesday, 9th, 11.00 A.M.
Macao	Heungshah	Wednesday, 9th, 11.00 A.M.
Cebu and Iloilo	Heungshah	Wednesday, 9th, 11.00 A.M.
Macao	Heungshah	Wednesday, 9th, 11.00 A.M.
Shanghai	Heungshah	Wednesday, 9th, 11.00 A.M.
Manila	Heungshah	Wednesday, 9th, 11.00 A.M.
Europe, &c., India via Tutuorin	Heungshah	Wednesday, 9th, 11.00 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		

TO-MORROW.

Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON—	1/10
Telegraphic Transfer	1/10
Bank Bills, on demand	1/10
Bank Bills, at 30 days sight	1/10
Bank Bills, at 6 months sight	1/10
Credits, at 4 months sight	1/10
Documentary Bills, at 4 months sight	1/10
ON PARIS—	237
Bank Bills, on demand	237
Credits, at 4 months sight	237
ON GERMANY—	1392
On demand	1392
ON NEW YORK—	46
Bank Bills, on demand	46
Credits, at 60 days sight	46
ON DOMESTIC—	149
Telegraphic Transfer	149
Bank, on demand	149
ON CALCUTTA—	149
Telegraphic Transfer	149
Bank, on demand	149
ON SHANGHAI—	71
Bank, at sight	71
Private, at 30 days sight	71
ON YOKOHAMA—	92
On demand	92
ON MANILA—	89
On demand	89
ON SINGAPORE—	89
On demand	89
ON BATAVIA—	134
On demand	134
ON HATYONG—	149
On demand	149
ON SAIGON—	82
On demand	82
SOVEREIGNS, Bank's Buying Rate	10.50
GOLD LEAF, 100 fine, per tola	55.50
RAR SILVER, per oz.	274

"OPIUM."

Quotations are—	Allow 100 net, to 1 duty.
Malwa New	\$1200
Malwa Old	\$1180
Malwa Older	\$1160
Malwa V. Old	\$1140
Per cent fine quality	\$1100
Per cent extra fine	\$1120
Patna New	\$1150
Patna Old	\$1170
Benares New	\$1100
Benares Old	\$1075

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Manchuria* arrived at Manila on Saturday noon, Aug. 5th. She will be despatched at noon on the 8th, and will be expected here on the morning of the 10th.

THE ENGLISH MAIL.
The P. & O. str. *Bengal* left Singapore for this port on the 5th Aug., and is due here on the 10th Aug. about 6 a.m.

THE GERMAN MAIL.
The I.G.M. str. *Prussia* left Colombo on the 5th Aug., p.m., and may be expected here on Wednesday, the 16th Aug.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of India* left Vancouver on Monday, the 24th July, p.m., for Hongkong via the usual ports of call.

REBORN STEAMERS.
The str. *Apur Aradon*, from Calcutta, left Singapore for this port on the 2nd Aug., p.m., and may be expected here to-morrow.

The Glen Line str. *Glenroy*, from London, &c., left Singapore on the 2nd Aug., and is due here to-morrow.

The O.S.S. & C.M. str. *Opacok* left Singapore on the 3rd Aug., p.m., and is due here to-morrow.

The str. *Merionethshire* left Singapore on the 3rd Aug., and is due here on Wednesday, the 9th Aug., a.m.

The str. *Indra*, from New York, left Singapore for this port on the 5th Aug., at 6 a.m., and is due here on the 10th Aug.

The H.A.L. str. *Scandia*, from Hamburg, left Singapore for this port on the 6th inst., a.m., and may be expected here on the 12th inst., a.m.

The Boston Tow Boat Co.'s str. *Hugate* left Kobe on the 1st inst. for Shanghai, Manila and Hongkong.

The S. & A. str. *Eastern*, from Sydney, &c., left Port Darwin on the 2nd Aug., for Manila and this port.

The C.N. str. *Changsha*, from Australian ports, left Sydney on the 26th July, and is due here on the 18th Aug.

The str. *Salsuma* sailed from New York on the 5th June.

JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Banks—		
Hongkong & Shanghai	\$125	\$915, sellers
National B. of China	—	London, \$29.10
A. Shares	—	—
Bell's Asbestos E. A.	—	\$25, buyers
China-Borneo Co.	—	\$117.75
China Light & Fuel	—	\$10.
China Provident	—	\$81, buyers
Cotton Mills—		
Ewo	—	Tls. 60
Hongkong	—	Tls. 49
International	—	Tls. 75
Latou Kung Mow	—	Tls. 125
Soyaboo	—	Tls. 500
Dairy Farm	—	\$3
Docks and Wharves—		
Farham, B. & Co.	—	Tls. 100
H. & K. Wharf & G.	—	\$50
H. & W. Dock	—	\$50
New Amoy Dock	—	\$81
S'hai & H. Wharf	—	Tls. 100
Feenick & Co. Geo.	—	\$25
G. Island Cement	—	\$271, buyers
Hongkong & S. Gas	—	\$10
Hongkong Electric	—	\$10
Do. New	—	\$5
H. H. L. Tramways	—	\$100
Hongkong Hotel Co.	—	\$50
Hongkong Ice Co.	—	\$25
Hongkong S. Waterboat	—	\$10
Insurance—		
Canton	—	\$50
China Fire	—	\$25
China Trade	—	\$25
Hongkong Fire	—	\$50
North China	—	\$5
Union	—	\$100
Yangtze	—	\$50
Land & Building—		
Hongkong Land Inv.	—	\$100
Humphrey's Estate	—	\$10
Kowloon Land & B.	—	\$30
Shanghai Land	—	Tls. 50
West Point Building	—	\$50
Mining—		
Charbonnages	—	Fcs. 250
Rams	—	18/10
Philippine Co.	—	\$10
Refineries—		
China Sugar	—	\$100
Lungh Sugar	—	\$100
Steamship Companies—		
China and S.	—	\$25
Douglas St. ship.	—	\$50
H. Canton	—	\$10
Indo-China S.N. Co.	—	\$10
Shell Transport Co.	—	\$1
Do. Preference	—	\$10
Star Ferry	—	\$10
Do. New	—	\$5
Shanghai & H. P. Yangtze	—	\$50
Songhai & S. Co.	—	\$5
Steam Laundry Co.	—	\$5
Do.	—	\$3
Stores & Dispensaries—		
Campbell, M. & Co.	—	\$10
Powell & Co., Wm.	—	\$10
Watkins	—	\$10
Watson & Co., A. S.	—	\$10
United Asbestos	—	\$1
Do. Founders	—	\$10

HONGKONG TIDE TABLE.

From 8th to the 14th August.			
To correct Zone Time add 23 min. and 15 sec.			
High Water.	Low Water.	High Water.	Low Water.
Hongkong Mean Time.	Hongkong Mean Time.	Hongkong Mean Time.	Hongkong Mean Time.
Aug. 8	Aug. 9	Aug. 10	Aug. 11
Aug. 12	Aug. 13	Aug. 14	Aug. 15
Aug. 16	Aug. 17	Aug. 18	Aug. 19
Aug. 20	Aug. 21	Aug. 22	Aug. 23
Aug. 24	Aug. 25	Aug. 26	Aug. 27
Aug. 28	Aug. 29	Aug. 30	Aug. 31

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, 7th August.			
Barometer	Therm.	Wind	Direction
29.74	76	SW	SSW
Humidity	85	Force	1
Wind Direction	SW	Force	2
Weather	b	Force	bq
Rain	—	Force	—
Lowest open air temperature on 6th.....	88		
Lowest open air temperature on 7th.....	78		

WHITE HORSE CELLAR WHISKY.

PRICE	OF	PRICE
Per Case	OF	Per Case
1 Doz.	OF	1 Doz.
\$14.00	OF	\$14.00
THE NOTED BRAND		
OLD COACHING DAYS.		
SOLE AGENTS:		
LANE, CRAWFORD & CO.		
Hongkong, 6th April 1905		

MAP OF THE SIKIANG or WEST RIVER.

From Hongkong to Wuchow, showing the route and the principal places. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897.

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MACHAON," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 5th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 12th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd August, 1905. (1-10)

NAVIGATIONS GENERALE ITALIANA

(Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., where delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th inst., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE, Agent.

Hongkong, 3rd August, 1905. (1-4)

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARABIA,"

FROM PORTLAND (OR), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for forwarding, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE, Agent.

Hongkong, 3rd August, 1905. (1-7)

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN LADIES' AND CHILDREN'S UNDERWEAR.

EMBROIDERIES, LACES, SILKS, PONGEES, GRASS LINEN, SHAWLS, HANDKERCHIEFS, BLANKETS, TRUNKS, LIGNON FURNITURE AND FANCY GOODS.

No. 82, QUEEN'S ROAD CENTRAL.

Any Order Promptly Attended To.

Hongkong, 12th January, 1905.

MITSUBISHI GOSHT-KWAISHA (MITSUBISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

A1, ABC 5th Edition, Western Union Codes used.

All Letters Addressed—

MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES:

NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: MACDONALD & CO.

CHINKIANG: GEARING & CO.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies, the Imperial Armies, the Imperial Railways, Shyō, Kiushū and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Oishi, Shimizu, Yamaguchi and Kami-Yamada Collieries and also Heijo Colliery, which will shortly be ready to produce on a large scale the best Bureau Coal.

Sole Agents for Kigio, Komatsu (Tagawa) and Yeshirozumi Collieries (Karatsu).

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal is the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905. (1-10)

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2383 tons, Captain H. D. Jones.

S.S. "POWAN," 2388 tons, Captain G. F. Morrison, R.N.

S.S. "FATSEAN," 2380 tons, Captain R. D. Thomas.

S.S. "HANKOW," 3073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 1995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sundays excepted), 9 p.m. and 10.30 p.m. (Sundays excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 6 p.m. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week-days about 2 p.m. (See Special Steamer Time-table) Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trip take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

15, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

KOWLOON HOTEL.

KOWLOON.

DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.

BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER.

VISITORS AT HOTELS.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IN LIQUIDATION.

TIME TABLE.